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## BOOK DEPARTMENT

BIGGAR, E. B. *The Canadian Railway Problem*. Pp. vii, 258. Price, \$1.50. New York: The Macmillan Company, 1917.

Pointing out in a clear and concise manner the shortcomings and misdeeds of the private corporations which have controlled railway transportation in Canada and showing how through mismanagement and corruption the corporations have taken millions of dollars from the public and have given inadequate and inefficient service, Mr. Biggar argues for the complete nationalization of all railroads. While one may be inclined to differ with his belief in the advisability and the "inevitableness" of government ownership, one should welcome the clear exposition of the evils of the present system—evils which must certainly be eradicated if government ownership is to be avoided.

T. W. V. M.

*University of Columbia.*

DUNN, SAMUEL O. *Regulation of Railways*. Pp. x, 354. Price, \$1.75. New York: D. Appleton and Company, 1918.

Shortly before the United States government took over the control of the operation of the railroads, Mr. Dunn had brought together for publication in book form several papers which he had previously published dealing with the general subject of federal regulation of railroads. These papers had been largely revised and had been supplemented to an appreciable extent. Fortunately, the volume did not go to press until after the government had taken control of railroad operations, and Mr. Dunn was able to revise and enlarge his book by discussing the problems of regulation to which federal control had given rise.

Students of railroad transportation are familiar with Mr. Dunn's views. He has written extensively and frequently for many years, always thoughtfully and with a firm grasp of the facts discussed. As editor of the "Railway Age," Mr. Dunn would naturally tend to be critical of federal regulation, but his criticisms concern means and methods rather than the general principle of regulation. Mr. Dunn believes, and it is probable that a great majority of the people of the United States believe, that the country should return after the war to the federal regulation of privately owned railroads instead of adopting the policy of government ownership and operation.

Mr. Dunn looks forward to a very thorough and comprehensive government regulation of railroads, and in the concluding chapter of his book he outlines a plan of regulation. He favors the incorporation of a railroad-holding company in each of the large sections of the country. The stocks of these holding companies should be supervised by the Interstate Commerce Commission, and a dividend of 5 per cent should be guaranteed by the government. These companies should have a board of twelve directors, one-third of these to be appointed by the President of the United States. There should also be an equipment company for the

acquisition and distribution of box cars. Regulation by the Interstate Commerce Commission should be continued. The several state commissions should be retired from the regulation of railroads, and there should either be regional commissions established or provision should be made for an advisory council similar to those now found in Germany, Austria-Hungary and France.

Mr. Dunn believes that this plan "would remove the main obstacles to fair and helpful regulation of rates" . . . "would eliminate the wastes now caused by undesirable competition" . . . "would remove the financial control of the railroads from Wall Street," and would decentralize railroad control, solve the problem of railroad credit and render it possible for the railway companies to secure and "raise the capital required for adequate development of railway facilities."

E. R. J.

*University of Pennsylvania.*

LAPP, JOHN A. *Federal Rules and Regulations*. Pp. xi, 628. Price, \$7.50. Indianapolis: B. F. Bowen and Company, 1918.

The journalist, the teacher of government, the attorney and the business man will find this compilation of great practical value. It is an admirable companion piece to Dr. Lapp's "Important Federal Laws" and is handled with the same good judgment in selection, summarizing and presentation as was its predecessor.

In the present volume, Dr. Lapp gives us that administrative interpretation or enforcement which is the real meat of federal law. We may read an act such as that regulating the food and drug trade, or the immigration act, but we can have no grasp of its real significance until we examine the administrative rules which enforce it. Dr. Lapp's compilation thus presents a picture which may be styled "the reality of national legislation." Here we find regulations issued by such authorities and covering such financial subjects as the Federal Reserve Board, postal savings, bankruptcy, farm loan banks; such agricultural subjects as grain standards, the import and interstate movement of livestock, plant quarantines, including grains, timber, sugar cane, vegetables, fruits, food and drugs, meat inspection, federal aid for roads; such legal and commercial topics as the rules of practice before federal trade commission, federal courts, federal land offices, the U. S. Board of General Appraisers, registration of trade marks, copyrights, prints and labels, rules of immigration and naturalization, together with many other subjects which closely affect our business and social relations. The arrangement is made in convenient groups and with each group is given a reference to the laws under which the regulations were issued.

JAMES T. YOUNG.

*University of Pennsylvania.*

RUGG, HAROLD O. *Statistical Methods Applied to Education*. Pp. xviii, 410. Price, \$2.00. Boston: Houghton, Mifflin Company, 1917.

The number of text-books on statistical methods which have appeared in recent years, indicates a healthy development in the social sciences—a fruitful recognition of the firm basis on which the progress of these sciences rests. The difficulty in teaching modern methods of statistical analysis has been the